

## CAPTAIN MATSON A SAILOR FROM CABIN BOY UP

(Continued from page 1.)

corporated Matson Navigation Co., of which he was the principal owner. Thus he was a prominent contributor to the Hawaiian prosperity of the reciprocity era under the monarchy and the republic before grasping the opportunity offered by the expansion of the American flag brought to Hawaii commerce, which he did by staking his hard-earned fortune upon steamships for the same trade with the successful results that are seen today. His faith in the future of Hawaii in its justification has been a stimulus to local enterprise the effects of which will never terminate as long as the Pacific rolls.

William Matson began a seafaring career when 10 years of age, spending a year on a sailing vessel as cabin boy. Then he went to school until 14, when he sailed in the Nova Scotia bark Aurora for New York. Remaining there but a short time he shipped in the Bridgewater for the voyage around Cape Horn to San Francisco. Arriving there in 1867 Mr. Matson took bunks successively in several vessels trading between the Golden Gate and Puget Sound, until he graduated as captain of the schooner William Frederick, just after reaching his majority. Later he was in command of the schooner Mission Canal.

### Becomes Shipowner

It was in 1882, or the thirty-third year of his age, that Capt. Matson became a shipowner and with his first vessel, the Emma Claudina, entered the Hawaiian trade, carrying plantation stores and merchandise in and sugar out. Emma Claudina thus was the cornerstone, or perhaps more strictly speaking the keel, of the Matson Navigation Co. Three years after her launching she was sold, the brig Lurline having been built especially for the trade in her place. A fleet of iron windjammers was added, comprising the Santiago, Roderick Dhu, Falls of Clyde, Chilcott and Monterey.

Keeping up with the times Capt. Matson took up steam vessels, the earliest acquisitions being the Enterprise, Hilonian and Rosecrans. Then followed in graduated modernity of construction and increase of size to meet the growing traffic in both passengers and freight the Lurline, Hydrex, Wilhelmina, Matsonia, Manoa and Maui, the four last of about 9000 tons each. Lately the federal shipping board has diverted Matson boats to the Philippine trade to meet the emergency due to the war.

Capt. Matson was a pioneer in the water carriage of oil from the California fields, transforming some of his older vessels into tank ships. He also embarked heavily in oil development, in association with William H. Crocker, W. G. Irwin, and John A. Buck, all sugar magnates, building a 45-mile pipe line from Santa Maria wells to Gaviota. He was also concerned in building a line of 112 miles from Coalings to Monterey. He sold his interests in these lines to the Associated company, but later went into oil stronger than ever.

Promoter of the Honolulu Consolidated Oil Co., of which much of the stock is held in Hawaii, Capt. Matson, besides being its president, was president of the Commercial Petroleum Co., the Atlas Wonder Mining Co., and the Wonder Water Co., and a director of the National Ice Co., the Honolulu Plantation Co., the Panuahu Sugar Plantation Co. and many other corporations.

In civic activities he also bore a conspicuous part, having been a director of the San Francisco Merchants' Exchange and first president of the Chamber of Commerce upon its reorganization to include other commercial bodies. He was consul for Sweden, with jurisdiction embracing California, Oregon, Washington, Idaho, Utah, Nevada, Arizona and Alaska.

A devotee of outdoor life, an enthusiastic horseman and motorist, Capt. Matson was a popular member of the Pacific Union, Bohemian and Commonwealth Clubs of San Francisco. Capt. Matson on his last visit to Honolulu was accompanied by his devoted wife, who had been sponsor at the christening of the Maui. On the same occasion he was the guest of honor at a luncheon given by the Chamber of Commerce, when he told of the offers he had received to place his ships in the war trade at rates which could have earned the company millions in the two first years of the conflict. This sacrifice of big money chances in favor of his Hawaiian patrons was duly appreciated by the citizens present. Before leaving San Francisco Capt. Matson had been the recipient of a magnificent silver service from the Union Iron Works Co., in acknowledgment of his patriotic spirit in keeping the Stars and Stripes aloft on the American merchant marine.

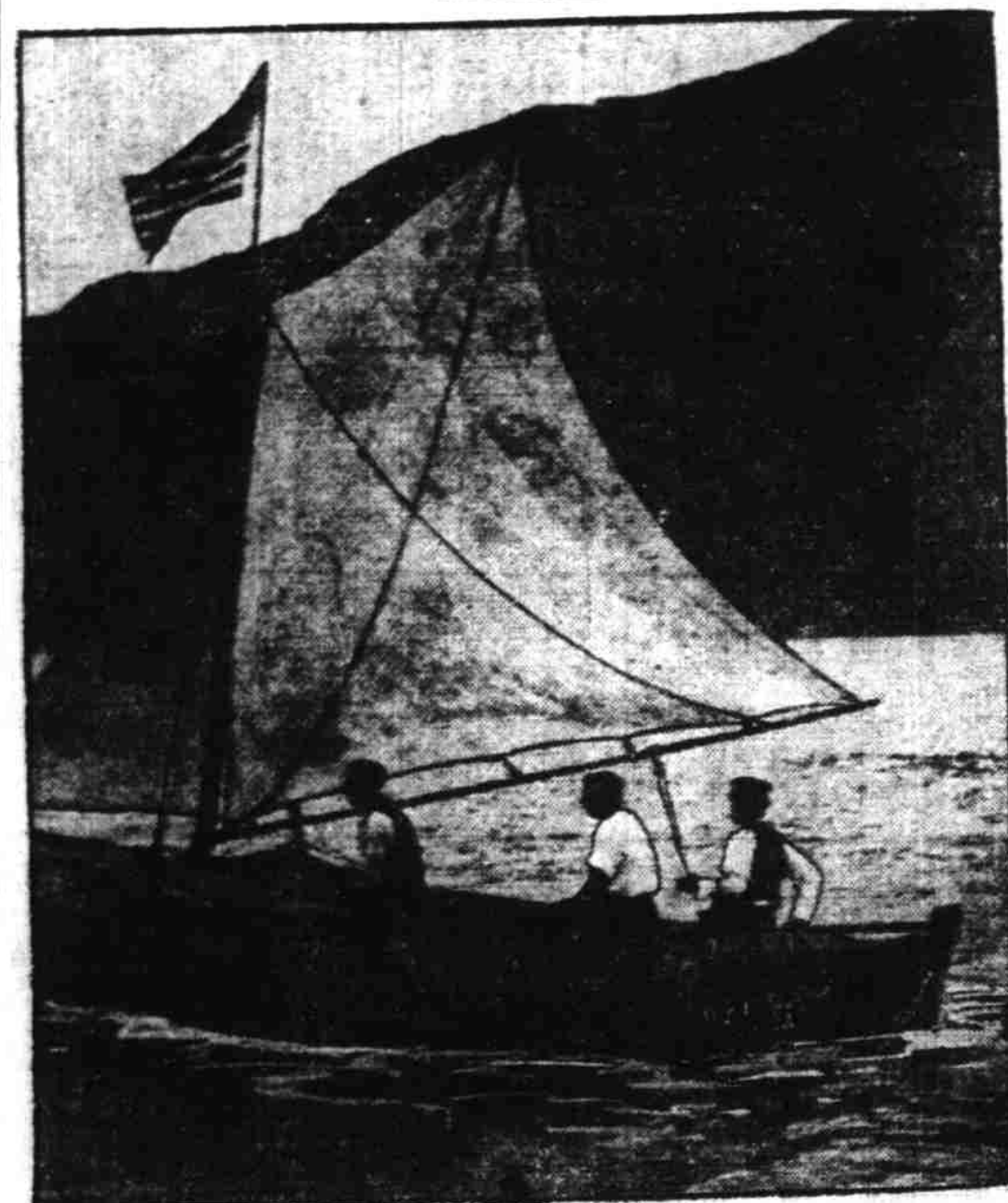
## BANANAS GO ON FOREIGN VESSELS

(Continued from page one)

state they will remit any fines that are assessed against you for the use of foreign bottoms, if, as you state in your last paragraph, they are used only when American bottoms are not available. There is a bill before congress to make use of foreign bottoms in coastwise trade permissible, but in the meantime you can use them and the fines will not be assessed.

In the opinion of Mr. Campbell this action by the bureau of commerce will mean that all bananas hereafter grown in the territory for the mainland markets may be shipped without fear of the congestion such as held thousands of bunches in warehouses here a few months ago because of lack

## JAPANESE WARSHIPS HOT ON TRAIL OF GERMAN RAIDERS



HOURLY the reported capture or destruction of the German raider, Lutece, by ships of the Japanese navy, is expected from the South Seas. Three Japanese warships, which were in the vicinity of the Marshall Islands when the report of the German raider in the Southern Pacific was first authenticated last week, are now known to be searching the South Seas, especially the course to Java, in the hope of overtaking the privateers.

A report was received by the Nippon Jiji last night stating that the raiders and the Lutece had been captured by Japanese warships, but this was later corrected to mean that it was expected the raiders would "perhaps soon be captured."

Following this report another was started that the Carl Schurz and the Gulfport were to be despatched to the Southern Pacific to aid in the search for the raiders. It was stated that they have been detained in port since it was learned the Japanese have captured the Lutece.

Indications are that the navy officials here have had no intention of despatching these two ships to run down the raiding crew, although the advisability of sending the Gulfport to rescue the 28 white men and 18 natives marooned on Mopeha island may have been considered. This was not made necessary, though, as a relief ship has been sent from "somewhere in the South Pacific."

Hopes are held here also that British warships from Australia may be able to clear the Pacific of the raiders.

Since Capt. Halbor Smith, former master of the destroyed R. C. Slade, has reported to the navy authorities regarding the condition of the ship now held by the raiders there is little fear, but that it will soon be captured. Capt. Smith reported that the Lutece is only 100 feet long, painted white, when left Mopeha, had a stump foremast, one mainsail and three jibs. Other equipment was one machine gun, a motor boat and a surf boat.

How fate intervenes adversely and favorably is being referred to today by Honolulu waterfront men who heard how nearly the schooner Manilla, with coal for the Inter-Island, escaped capture by the German raider Sea Adler.

Only by the rarest chance was the Manilla sighted by the Sea Adler crew. The day was extremely dark with low hanging clouds. But to the northwest from the raider there was a rift in the clouds through which the afternoon sun was shining, making a space on the horizon, apparently only half a mile wide, which was as clear as crystal. As the lookout concentrated his eye upon the spot, the only one to which sight would carry for any distance, the Manilla passed along the line of the lighted horizon. Less than two hours afterward she was overtaken by the raider.

### of American bottoms.

He points out, however, that many of the foreign vessels calling here have no available space for bananas, but believes that the growers and shippers will experience little or no trouble in getting their produce to the mainland. He thinks that growers and shippers will now be able to send at least 20,000 bunches of bananas to the mainland each month. Last year about 287,000 bunches were shipped.

Mr. Campbell believes also that the ruling will apply to the shipment of fresh pineapples, but points out that the business in this fruit is not large at the present time. The ruling will not apply to canned pineapples or to general freight, he thinks.

When the growers and shippers first decided to take steps to have the banana congestion relieved, the matter was presented to the territorial food commission, but no action was taken as the members looked forward to a possible suspension of the coastwise shipping law by congress.

"The ruling should relieve the local situation to a great extent and allow the growers to ship all the bananas they can grow," said J. F. Child, assistant executive officer of the food commission, this morning.

Since the recent banana congestion, a large number of experiments have been conducted here regarding the manufacture of banana flour, as it was felt advisable to find some way to utilize those bananas which were likely to spoil here because of lack of shipping facilities. Several specimens of this flour have been handed to the food commission. The present coast market for Hawaiian bananas is said to be excellent.



A souvenir that Captain Smith of the R. C. Slade, which was captured and sunk by the Sea Adler last June, brought to Honolulu. It is a photograph of the 22-foot boat in which Captain Smith and two sailors made the 1000-mile trip from Mopeha to Samoa after having been marooned on Mopeha. The trip took 10 days. Below is Captain Smith, himself, as he was snapped yesterday by the Star-Bulletin photographer.

## KAUFF'S HITTING DEFEATS CHISOX

(Continued from page 1)

man out, Eddie Collins to Gandil. One hit, one run, no errors.

Fifth Inning

Chicago—Gandil singled to left, but Herzog hit into a double play. Herzog to Fletcher to Holke. Schalk singled to center. Faber out. Schupp to Holke. Two hits, no runs, no errors.

New York—Fletcher singled to center. Robertson bunted safely. Fletcher going to center. Holke bunted safely, filling bases. Rariden hit into a double. Faber to Schalk to Gandil. Robertson going to third and Holke to second. Schupp singled scoring Robertson, but Holke was caught on the throw to the plate. Felsch to Schalk. Four hits, one run, no errors.

Sixth Inning

Chicago—John Collins singled to left. McMullen fanned. Collins took second. Herzog dropping Rariden's throw for an out. Eddie Collins flew out to Burns and Jackson grounded out Herzog to Holke. One hit, no runs, one error.

New York—Burns singled and Herzog sacrificed. Faber to Gandil. Burns taking second. Kauff flew out to Felsch, Burns taking third on the throw in. Zimmerman was out, Eddie Collins to Gandil. One hit, no runs, no errors.

Chicago—Felsch fanned, Gandil out. Fletcher to Holke. Weaver popped to Herzog. No hits, no runs, no errors.

New York—Fletcher singled to left and kept on going to third when Faber uncorked a wild pitch. Robertson was out, Faber to Gandil. Holke took first when hit by Faber. Rariden out, Eddie Collins to Gandil. Fletcher getting a big lead and scoring on the play, the hit being to deep short. Holke going to second. Schupp out, Weaver to Gandil. One hit, one run, no errors.

Eighth Inning

Chicago—Schalk flied to Burns. Risberg batting for Faber, flew out to Robertson. John Collins singled to left center. McMullen flied to Herzog. One hit, no runs, no errors.

New York—Danforth, now pitching for Chicago. Burns fanned. Herzog singled and Kauff again sent another homer into the right field stand. Zimmerman tripled. Fletcher fanned and Schalk dropped throw, but nailed Fletcher at first. Zimmerman tried to beat it home on the play but was out at the plate. Three hits, two runs, no errors.

Ninth Inning

Chicago—Eddie Collins walked. Jackson out. Zimmerman to Holke. Collins going to second. He stole third. Felsch fouled out to Zimmerman. Gandil flied to Kauff.

Simplicity—Is the light out in the hall? Dullness—Yes. Shall I bring it in?—Widow.

## STROKE OF PARALYSIS ENDS CAREER OF VETERAN SHIPOWNER OF PACIFIC

### Promotion Body Sends Sympathy To Matson Family

The following resolution eulogistic of Captain William Matson, and conveying sympathy to his family, was adopted this morning by the Hawaii Promotion committee:

Whereas, the late Captain William Matson has at all times done everything in his power to promote travel to the Hawaiian Islands, even at the time when his steamers could be more profitably employed in other trades;

Be it resolved, that the Hawaii Promotion Committee recognizes the loss of the islands sustain in the death of Captain Matson and desires to express to his family and the Matson Navigation company their heartfelt condolence.

The Chamber of Commerce sent a cablegram of sympathy to Mrs. William Matson in San Francisco this morning, and also cabled E. D. Tenney of Castle & Cooke, who is on the mainland, asking him to provide a floral tribute at the funeral as coming from the local Chamber.

(Continued from page 1.)

ager of the Waiakaa plantation at Hilo. These two Hilo capitalists and Captain Matson were all young men when they first met. A friendship was established which lasted to the present time, all three of them growing wealthy, and having many bonds of family and financial ties. Coincidentally, both these friends of his youth changed to be in San Francisco at the time of Captain Matson's death. Another Hilo man who was closely associated with Captain Matson while his line of sailing vessels was growing into a great navigation company is R. T. Guard, his personal representative for many years.

Besides his shipping interests Captain Matson was largely interested in other lines of commerce. He was the originator of the business which is now conducted by the Associated Oil Co., all of his former sailing vessels having been converted into oil carriers for this company. It was a director in the company at the time of his death.

### Business Connections

He was president of the Honolulu Consolidated Oil Co., largely financed by Honolulu capitalists, vice president of the Honolulu Plantation Co. and heavily interested in these-called Irwin plantations on Hawaii, the Hakalau plantation and the Hutchinson Sugar Co. He was also the director of several San Francisco banking establishments and other business corporations.

For one term Captain Matson was president of the San Francisco Chamber of Commerce. During his period in this office, Franklin K. Lane, now secretary of the interior, was the vice president of the San Francisco chamber, their work bringing them close together and being the foundation of a friendship which has existed ever since. Captain Matson was also at another time head of the San Francisco harbor commission.

### Factor in Business World

Captain Matson occupied a unique position in the commercial world of California. A self made man, whose opportunities in youth were so limited that he was forced to leave school and depend upon self education while he gained a livelihood, he was nevertheless greatly respected by the big business men of the mainland for his keen and accurate business acumen and never failing honesty. This reputation for wise possession of a reliable, dependable business judgment even extended to the



## Scouts Alert!

President Wilson Has Asked Us to Sell Bonds

You can get a war service medal by selling ten to ten different families. We begin here on Saturday. Report at the Armory at 8 a. m. in full uniform with a small note book or cards and a pencil.

8:45—Parade in town.

9:30—All go out to get pledges signed.

12:00—Gather for lunch at Armory.

1:00—Go out with pledges again.

3:45—Gather at Panuohu to see football game and parade between the halves.

If you have a meeting Friday be sure and attend.

This is your chance to show what the Scouts of Honolulu can do.

business centers of the East, where he was widely known in ship building and banking circles. In Washington he also had a large acquaintance and many friends upon whom California often found itself required to call to defeat what was considered unwise legislation.

Captain Matson is survived by a widow and daughter. Mrs. Lily Matson, the widow, is a sister of James Low, the first manager of the Honolulu Plantation Co. The daughter, Lurline, is the wife of William P. Roth, a Honolulu youth, who is secretary of the Matson Navigation Co., and who was closely associated with Captain Matson in the Honolulu Consolidated Oil Co.

The Matson home in San Francisco is 1918 Jackson street, which was built several years ago by Captain Matson, the entire interior being furnished in koa, a slight suggestion of how the late ship owner and capitalist valued his close connection with the business interests of the Hawaiian Islands.

It is estimated that Captain Matson leaves a personal fortune of more than \$5,000,000.

### CASTLE & COOKE DENY TENNEY SUCCEEDS MATSON

Officials of Castle & Cooke declare that there never has been a suggestion that E. D. Tenney would succeed Captain William Matson as the active manager of the Matson Navigation Co., in San Francisco, in the event of Captain Matson's death.

### GEN WISSER TO PITCH BALL WHICH WILL BE SOLD FOR RED CROSS

Brigadier General John P. Wisser, commander of the Hawaiian department, will pitch the first ball next Sunday at a big double-header game at Moiliili field, and after that the sphere will be auctioned for the Red Cross.

General Wisser, when seen this morning at department headquarters, appeared in fine fettle and should surprise the fans when he heaves over the first one. The first game will be played by the 1st-32nd Infantry team against the 9th Field Artillery and the second game will be between the Wreckers and the Ruger Giants.

The ball which is to be auctioned is being exhibited in the window at McInerney's shoe store with two flags crossed back of it and is attracting much attention.

If the number of British subjects resident in the islands who are asking British Consul E. L. S. Gordon for data regarding enlistment is any criterion, then the third contingent that leaves here soon for active service will be much larger than that which left here last month.

Of the 40 odd men who sailed in September seven were rejected, five of them having returned to Honolulu and the remaining two having stayed in Vancouver, B. C.

### NOTICE.

Intending deck passengers on the steamer "Mauna Kea," sailing Saturday, October 13, are hereby notified that all main deck space has been sold.

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## NEW SHOW AT BIJOU TONIGHT

If the rehearsals are any indication of what the performance is going to be like, then "Izzy, the Peddler" is going to be one of the biggest hits of the season. The new show goes on the boards for the first time tonight at the Bijou theater, and Monte Carter has gotten hold of a production that certainly displays both his talent and those of his company to perfection. Monte is "there" at all times, to use perfectly good U. S. slang, but he's "there with a kick" in this new vehicle. "Izzy, the Peddler" is a role that Monte created just for himself, and no other comedian has ever been able to equal him in it.

Many new songs were tried out at the rehearsals, and the musical program at tonight's performance is filled with novelty numbers. Of course the dancing chicks are just as attractive and charming as ever, and promise some new thrills for the audience tonight.

Ethel Davis has returned to the company and will make her debut tonight. The other stars are cast in brand new roles, and altogether the whole show looks like a winner.

The real estate department of the Henry Waterhouse Trust Co. reported two sales of property today amounting to \$8500. The first sale was of a lot and house in the Somers place, Haleluna tract in Manoa valley for \$5000 and the second was the sale of a house and lot in Pratt place, College Hills, for \$3500.

## WANTED

### TOO LATE TO CLASSIFY

WANTED.

Photographs of Hawaiian Types. Swimmers, Divers, etc. For private collection only. Address Box 747, Star-Bulletin office. 6914-4t

### HELP WANTED.

Plain work for a Chinese woman. Phone Mrs. Doane 5812, or 3341. 6914-1t

### LOST.

White chiffon hat on Nuuanu street, between Laimi road and Wylie street. Reward Mrs. W. H. Campbell. 6914-2t

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